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REUTER'S TELEGRAMS.

DEATH OF WELL-KNOWN JOURNALIST.

[SERVICE TO THE "TELEGRAPH."]

Durban, July 22nd, 5.5 p.m.
The death is announced of Sir Percy Bunting.

[Sir Percy Bunting was born in 1836 and is the son of Thomas Percival Bunting of Manchester. He was educated at Owen's College, Manchester, Pembroke College, took his B.A. at Victoria College and M.A. at Cambridge. He was called to the Bar at Lincoln's Inn in 1862, became editor of the "Contemporary Review" in 1882, and editor of the "Methodist Times" in 1902, which position he held until 1907. He married Miss Mary Hyatt Lidgett of Tunbridge Wells, and there were four children.]

POLO.

[SERVICE TO THE "TELEGRAPH."]

Durban, July 22nd, 8.15 a.m.
The Duke of Westminster has offered to take over the American Polo Cup Recovery Fund and ponies.

The Hurlington Club has accepted the offer and has decided to challenge for 1912.

ST. GEORGE'S PRIZE.

[SERVICE TO THE "TELEGRAPH."]

Durban, July 22nd, 5.5 p.m.
Veteran Sparkes of London has won the St. George's prize at Bilsby with a score of 143.

LIEUTENANT PORTE UNHURT.

[SERVICE TO THE "TELEGRAPH."]

Durban, July 22, 11.10 p.m.
Lieutenant Porte of the British Navy came to grief soon after starting. His machine fell sixty feet and was wrecked.

The aviator was unhurt.

FIRST TO REACH HENDON.

[SERVICE TO THE "TELEGRAPH."]

Durban, July 22nd, 11.10 p.m.
Beaumont was the first to reach Hendon, but Vedrine, who started afterwards, recorded the quickest time.

LABOUR TROUBLES SPREADING.

[SERVICE TO THE "TELEGRAPH."]

Durban, July 22nd, 11.10 p.m.
Consequent upon the spread of the Labour troubles in Wales two squadrons of cavalry and one battalion of infantry have been ordered to Bristol.

REUTER'S TELEGRAMS.

IN MOROCCO.

FRANCO-SPANISH RELATIONS.

[SERVICE TO THE "TELEGRAPH."]

London, July 22, 1.55 p.m.

A telegram from Paris states that Alcazar Lieutenant Thiriet, the French instructor of the Moroccan troops, on entering Alcazar, was arrested by the Spanish post on guard and was a ruck.

Afterwards he was taken before the Spanish commander who insulted him, but ordered his release.

A LATER ACCOUNT.

London, July 21, 12.50 a.m.

A despatch from Paris states that Alcazar, Lieutenant Thiriet on returning to quarters, after the incident, was arrested by the police patrol and conveyed to the Spanish barracks, the French Consul protesting, but was released after an hour's detention.

THE PUBLIC PURSE.

MR. LLOYD GEORGE IN A NEW ROLE.

[SERVICE TO THE "TELEGRAPH."]

London, July 22, 1.55 p.m.

At the Bankers and Merchants Banquet at the Mansion House, the Right Hon. D. Lloyd George, responding to the toast of "Prosperity to the Public Purse," said that peace was the first condition of prosperity, but it was essential at all hazards that Great Britain must maintain her place of prestige among the Powers.

If the situation were forced upon us, wherein peace was only preservable by a surrender of the great and beneficent position held by Britain, won through centuries of heroism and achievement, by allowing her to be treated, when her interests were vitally affected, as if of no account in the cabinet of nations, then, he said emphatically, that peace at that price would be a humiliation and could not be tolerated by a great country like ours.

REUTER'S TELEGRAMS.

WARNING TO GERMANY.

London, July 22, 2.20 p.m.

The newspapers make a feature of the speech of Mr. Lloyd George, which is generally regarded as a warning to Germany in connection with affairs in Morocco.

The "Daily Chronicle" says that Mr. Lloyd George read the passage from manuscript with great deliberation and that it may be taken as embodying the judgment of yesterday's meeting of the Cabinet. Further, that it is meant as a word in season in view of the situation arising out of Germany's action in Morocco.

The "Standard" says that the situation is apparently deemed sufficiently serious for the Government to seek the first opportunity of expressing their determination to uphold British prestige at all costs.

OPINION AT BERLIN.

London, July 23, 9.20 a.m.

Messages from Berlin say that Mr. Lloyd George's speech at the Mansion House has been received with astonishment in Germany.

The press and official circles refuse to believe that his words are addressed to Germany, as negotiations with France are proceeding normally.

HOME POLITICS.

BY-ELECTION.

[SERVICE TO THE "TELEGRAPH."]

London, July 23, 5.10 p.m.

The result of the by-election in West Somerset is as follows:—
Boles (Unionist) ... 5025
Ward (Liberal) ... 4421

STATE INSURANCE BILL.

London, July 22, 8.5 p.m.

Mr. John Redmond has tabled an amendment to the Insurance Bill, proposing to constitute a separate Insurance Commissioner with a central office in Dublin, who shall collect all the Irish funds.

REUTER'S TELEGRAMS.

PARLIAMENT BILL.

London, July 22, 8.5 p.m.

Considerable significance is attached to the announcement made this afternoon that a public dinner is to be given to Lord Halsbury on Wednesday in recognition of his services to the Unionist Party, as showing a determination to support him in insisting upon the Lords' amendments to the Parliament Bill as the last safeguard of the constitution. Lord Salisbury will preside, and will be supported by the Marquis of Salisbury and the Right Hon. George Wyndham, while Lord Lytton and Lord Willoughby de Broke are acting as organisers in the Lords, and Mr. F. E. Smith and Right Hon. Sir E. H. Carson in the Commons.

AT LANSDOWNE HOUSE.

London, July 22, 8.45 a.m.

According to Unionist accounts of the meeting at Lansdowne House, Lord Lansdowne recommended submission to the superior force. His Lordship was supported in his view by Lord Curzon, Lord Staldwyn, the Duke of Devonshire, and Lord Harris, whereas Lord Selborne, the Duke of Norfolk, the Marquis of Salisbury, the Duke of Bedford and Lord Willoughby de Broke urged resistance to the end.

PRESS OPINIONS.

London, July 22, 8.45 a.m.

The "Daily Mail" and the "Daily Telegraph" admit that the crisis has ended.

The "Morning Post" and the "Standard" advocate resistance.

The "Daily Chronicle" says that Mr. Asquith, the Premier, has addressed a second letter to Lord Lansdowne, asking for an assurance that the Bill should be passed in its original form.

Lord Lansdowne in his reply said that he was unable at present to give such an assurance, thus indicating that the extremists

REUTER'S TELEGRAMS.

were still unsubdued and that the immediate creation of Peers would perhaps be necessary.

The "Standard's" Lobbyist agrees with the "Daily Graphic's" statement of yesterday that Lord Lansdowne will support the Government if the extremists in the House of Lords challenge a division.

FURTHER VIEWS.

London, July 23, 1.45 p.m.

Several newspapers intimate that it is the intention of the Government to postpone consideration of the Lords' amendments for a week, employing the interval to arrange the formalities for the instantaneous creation of fifty Peers, who, with the present Government supporters, will be able to outvote any of the Peers refusing to accept Lord Lansdowne's advice and persisting in resistance.

Meanwhile, Lord Lansdowne will be asked to guarantee the passing of the original Bill.

BANQUET TO HALSBURY.

London, July 23, 9.20 a.m.

Mr. J. L. Garvin, the editor of "The Observer," appealing for a large attendance at the public banquet to Lord Halsbury in recognition of his public services, says that "No surrender" represents the conviction of the mass of the Party and the majority of the leaders.

In the event of surrender, he says, the Party will be split up and never be reconstructed. The present leadership is a grave thing and the Party are still ignorant of Mr. Balfour's real mind in this matter.

FRANCO-SPANISH RELATIONS.

IN MOROCCO.

[SERVICE TO THE "TELEGRAPH."]

London, July 23, 1.45 p.m.

There has been great friction owing to the Moore in Lieutenant Thiriet's force deserting to the Spaniards.

(?) Colonel Silvestro has telegraphed the Government that Lieutenant Thiriet has been assaulted.

REUTER'S TELEGRAMS.

A supposed deserter drew a revolver and boxed the ears of a Spanish corporal who interposed. He was afterwards conducted into the presence of Colonel Silvestro, who refused to hold him in custody as a prisoner.

KING AND PREMIER.

AUDIENCE AT BUCKINGHAM PALACE.

[SERVICE TO THE "TELEGRAPH."]

London, July 22, 11.10 p.m.

It is reported from London that the Premier (Right Hon. H. H. Asquith) has been received in audience by His Majesty the King at Buckingham Palace.

SHIPPING STRIKE.

SETTLEMENT AT CARDIFF.

[SERVICE TO THE "TELEGRAPH."]

London, July 22, 12.50 a.m.

At Cardiff a settlement has been arrived at as between the strikers and the shipowners, who have agreed to recognise the Union.

Other workers have agreed to resume work on Monday, their grievances to be considered thereafter.

HOME CRICKET.

COUNTY RESULTS.

[SERVICE TO THE "TELEGRAPH."]

London, July 22, 11.10 p.m.

The following County Cricket returns are reported:—

Essex won by 182 runs.
Lancashire won by 10 wickets.
Essex won by 7 wickets.
Northants won by 44 runs.

BISLEY RIFLE MEETING.

KING'S PRIZEMAN.

[SERVICE TO THE "TELEGRAPH."]

London, July 23, 1.45 a.m.

In the competition for the King's Prize at Bisley, the winner was Clifford of Canada, with a score of 310.

CHINESE TELEGRAMS.

NATIONAL ASSEMBLY.

ADVISOR APPOINTED.

[“SHUNG PO” SERVICE.]

Peking, July 23.

An Imperial decree has been issued appointing Chan Kam Tuo, a distinguished old boy of Queen's College, as advisor to the National Assembly.

LEGATION GUARDS.

TO BE WITHDRAWN.

[“SHUNG PO” SERVICE.]

Peking, July 23.

The Ministry of Foreign Affairs has requested the various foreign ministers at Peking to withdraw all the legation guards from Peking.

NEWSPAPER REGISTRATION.

IN CHINA.

[“SHUNG PO” SERVICE.]

Peking, July 23.

The Cabinet Ministers have held a conference of the Ministry of Agriculture, Industry and Commerce concerning the registration of newspapers in China.

NATIONALIZATION OF RAILWAYS.

TROUBLE OVER.

[“SHUNG PO” SERVICE.]

Peking, July 24.

H.E. Lung Kin Cheung has telegraphed to the Ministry of Communications to the effect that the trouble in Kwangtung in connection with the nationalization of railways is over.

TRADE MARKS IN CHINA.

[“SHUNG PO” SERVICE.]

Peking, July 23.

The Ministry of Agriculture, Industry and Commerce is busily engaged in drafting a list of regulations governing the granting of trade marks in China.

PRINCE CHUN RETURNS.

[“SHAT PO” SERVICE.]

Peking, July 23.

Prince Chun, the special representative of the Emperor Hsun Tung at the Coronation of King George, arrived at Peking a few days ago.

The Weather Forecast.



Mr. Honnor's special knowledge has been of the greatest value in the consideration of the annual estimates and no doubt this knowledge has been the means of saving the Government considerable sums in the fixing of its contracts. It was largely due to his action, supported by his colleagues, Hon. Mr. E. A. Hewett and Mr. H. Humphreys, and correspondence in the public press, that Sir Matthew Nathan appointed the Sanitary and Buildings Commission of 1905, the beneficial effects of whose deliberations, although, like those of the Sanitary Board, greatly discounted by the Government, promise to be recognised for a long time to come. Mr. Honnor's popularity as a member of a Sanitary Board is evidenced by the fact that he was returned for a second term, now within a few months of completion, by a majority of about 200 votes ahead of any other candidate. Public sympathy will be with him in the step which a keen sense of bad treatment has compelled him to take and the regret will be all the more keen in that it will be a difficult matter for the ratepayers to find as capable a successor.

THE SUEZ CANAL.

Depth of Waterway to be Increased to 36 Feet.

An Important Move.

The directors of the Suez Canal Company have decided to increase the depth of the canal to 11 metres, or 36 feet. Its present depth is 31 feet, and the deepening of the waterway is to be completed by the beginning of 1914. Precisely what this means few realise.

The deepening of the Suez Canal may be looked upon as a move to meet the new competition for Australian traffic which will be created by

The Opening of the Panama Canal.

On the other hand the constant demands of commerce for larger ships, on the ground that with increased carrying capacity freights of greater bulk can be more easily and economically handled, has also been responsible, in a measure, for the decision arrived at. But the main contributing factor is unquestionably the Panama waterway.

The Suez Canal depth, during the past 20 years has been gradually increased from 25 to 30 feet. The work has been spread over a considerable period, and taken in two sections. Now the news that it is immediately to be added to the depth, will convey some idea of the shipping development expected during the next decade, as well as an indication of a Suez-Panama competition, which can only result in benefit to trade. The marine architect, answering the demands of commerce, has of late years constructed vessels of such a size that the 30 ft. draught of the Suez Canal has become a very serious consideration, effecting important international industries in various directions.

The largest vessel which has navigated the Suez Canal is the Hamburg-American liner Cleveland, of 17,000 tons. It has to be remembered, however, that when she passed through the Canal twice last year, she was "light." In fact, she was for a time a huge yacht, conveying parties of round-the-world American tourists. Had the Cleveland been loaded to her Atlantic level, her use of the Canal would have been out of the question.

Greater Cargoes.

Among vessels which regularly use this waterway, the largest is, of course, the North German Lloyd Grosser Kurfurst, of 13,243 tons. Others closely following are the new Orient and P. and O. vessels, of under 1,000 tons less. The Grosser Kurfurst, when coming out to Australia, or returning, probably has never entered the Canal drawing more than 27 ft. It would hardly be safe to allow a margin of less than two or three feet between the keel and the bed of the Canal. A vessel may leave Bombay drawing 30 ft., but she will enter the Canal several feet lighter, owing to the consumption of coal necessitated in traversing the distance separating Bombay and Suez. So it may be urged that some time must necessarily elapse before there will be any necessity for vessels to be built which will test the increased depth of the waterway. This might be correct if this important aspect was not overshadowed by the consideration that steamers constructed will be designed with a view to carrying proportionately greater cargoes, so the coal consumption lightening a steamer making Suez, say from Fremantle or Colombo, will be, as now, regulated by the conditions of safety governing the depth of water under the keel while the Canal is being navigated.

Oil Versus Coal

It connotes little precedence to assume that marine propulsion, as we generally know it to-day, will be universal in five years hence. By that is implied this question—Are not the days of the marine engine, driven by coal requiring enormous bunker space, numbered? At present something like 250 ships are fitted, or are being fitted, with oil-engines. The most important field has, till now, been that of submarines, in which work France took the lead seven or eight years ago. To-day all countries use these engines in submarines. Such installations range from 300 horsepower to 5,000 horsepower. This year witnesses the introduction of

the oil-engine into large cargo boats. Vulcanus, built at Rotterdam, made a start. Others are following, as, for example, the 9,000 ton boat for the Hamburg-American line nearing completion. Transformation in Shipbuilding.

A transformation in shipbuilding for commerce and war may follow, and is expected to do so. The Diesel oil engines have given excellent results on land, yet there are many minor details in connection with the marine engine, such as that in the Vulcanus, which have taxed the designer's ability. However, the united difficulties have been overcome. As to the saving in coal bunkering space, which the advent of the marine oil-engine heralds, it is interesting to point out that in a ship 275 ft. long, to carry 3,200 tons deadweight, building in England just now for the Atlantic trade, the fuel oil is to be carried largely in ballast tanks, the usual coal bunkers being dispensed with. Something like 8,000 to 10,000 cubic feet of hold of capacity is thus gained. Then there is the saving effected in dead-weight carrying capacity. In weight in the small ship mentioned nearly 100 tons will be saved as compared with the weight of engines and boilers in an ordinary steamer of the same size.

A Big Saving.

The difference in the weight of fuel consumed, as between coal and oil will show a saving of nearly 9 tons per day for ordinary work in the trade concerned. If the figure be put at 8 tons per day, some 200 tons will be saved for payable cargo, as the ship will be oil-bunkered for 25 days' steaming. Engineers interested in marine oil propulsion are just beginning to feel their feet, but when they are certain, they are in absolutely the right groove, they will not be long reaching the rapid stride.

By the time the Suez Canal Company announce that that waterway is 36 ft. deep throughout, it is practically certain marine propulsion will be radically changed from what is generally in vogue to-day.

NEW YORK MURDER MYSTERY.

Another was added to New York's list of murder mysteries last month when the police, searching the residence of Mrs. Henry Scheib, a well-known magazine writer, discovered the body of a woman hidden in a large bath tub. The body had been covered with lime, and was almost unrecognisable and, in fact, the doctors were even doubtful as to the victim's sex for some time. Mrs. Scheib had been missing for nearly three months, and it was in response to her relatives' anxious enquiries that the police visited her home on East 78th Street. The police are, however, convinced that the body is that of the missing lady, and on June 2 her husband was arrested on suspicion. Mr. Scheib had been away from home for some time, and professed ignorance of his wife's whereabouts. The doctors declare that the body must have been in the bath tub for ten or twelve weeks, but, having been carefully covered, the neighbours had no suspicion that the remains were in the house. Under examination at the hands of the police, Henry Scheib admitted that the dead woman was his wife, but stoutly maintained that it was a case of suicide or, if murder, the crime was committed by some unknown person.

UNDERGROUND NEW YORK.

A \$51,000,000 Scheme of Railway Extension.

The official joint committee of the New York Board of Estimate and the Public Service Commission made recently the long awaited report of plans for additional underground railways.

It recommends an extensive system to embrace nearly all parts of the city and coast \$51,480,000. Of this sum, says the "Times," the city contributes \$26,240,000, the Interborough Company \$15,100,000, and the Brooklyn Rapid Transit Company \$10,080,000.

The plan will be considered by the City Government next week.

TIENTSIN TRADE REPORT.

For the Year 1910.

The conditions of trade in North China at the beginning of the year were considered satisfactory, and the business of Tientsin appeared to have started on a firmer footing than in previous years. On the whole, it is considered that, but for the financial crisis in Shanghai, Tientsin would probably have experienced a year of unexampled trade activity, coupled with good profits on the business done.

The native merchants are reported generally to have done well both in exports and imports, through some heavy losses are reported in goat skins. Piece goods dealers as a body were not affected by the failures in Shanghai, owing to the fact that they owed money to the southern port; nevertheless, some wealthy dealers are likely to lose heavily, being unable to recover Shanghai advances. The

Currency Difficulty

alluded to in the trade report for the year 1908 and again in that for 1909 still remains; but a good deal of debased sycee has been replaced by shoes of the proper touch (0.992). In terms of the Treaty's proclamation of the 7th May 1910, the debased sycee held by the foreign banks was examined by the Chinese authorities and duly stamped.

The difference in value of about 8,000 taels claimed by the foreign banks has not yet been paid, although the matter has been repeatedly pressed by the Tientsin General Chamber of Commerce through the Consular Body. The sum raised for the accomplishment of this purpose has up to the present only reached 3,000 taels. The Commercial Guarantee Bank of Chihli, established during the year under the auspices of the Li Shih Hui, a committee representing the principal

Chinese Hongs.

to finance the indebtedness to foreign merchants of the Chinese community, has made some progress. It opened on the 20th May 1910, with a capital of 150,000 taels, and did an ordinary banking business. The direction is in joint charge of a foreign and a Chinese manager, assisted by a Chinese sub-manager. The indebtedness of the Chinese merchants, originally estimated at 14,000,000 taels, had been reduced to 5,000,000 taels at the end of 1909, as stated in the trade report for that year. Certain very small claims have been settled privately, but practically nothing has been done with regard to the larger claims.

Good work, however, has been accomplished by negotiations with the Chinese dealers, which have brought the situation nearer to a practical working basis. In this connection it should be mentioned that the British mercantile community took no part in the arrangements referred to above made with the Li Shih Hui, and were not among the

Foreign Merchants

referred to at the beginning of my report for the year 1909. A new Imperial dollar was minted at the Peking Mint in the spring, but the issue was deferred at the last moment, and nothing further appears to have been done.

The year closed with good prospects for 1911, unhappily to be disappointed only too soon by the outbreak of plague, which, at the time of writing this report, had already spread through Manchuria and the north of China. One of the most striking features of the year was the demand in foreign markets for China raw cotton and the increased export of beans and peas.

The aggregate collection of revenue for the year, 3,233,916 taels, is the second best recorded since the opening of the port to foreign trade, but falls short of the best by 100,091 taels. The decline is under the heading of

Opium Duty

and like in alone, and for that reason may form a subject rather for satisfaction than regret, and of contentment that the stringent measures now enforced for the control and ultimate prevention of opium smoking have been attended with good and very hopeful results.

The importation of medical compounds for curing the opium habit, many of which contain some form of opium, must be put on the op-

posite side of the scale; but the authorities have made considerable advance during the year in controlling the sale of these-called remedies which are too often of a nature more injurious than the craving they are supposed to cure.—Extract from the annual report of Mr. H. M. Hillier, Commissioner of Customs, Tientsin.

LAST OF HOUNDSDITCH.

The Appeal of Vassileva Allowed.

The Lord Chief Justice and Justices Darling and Bankes, in the Court of Criminal Appeal, last month, continued the hearing of the appeal of Nina Vassileva, who was found guilty at the Old Bailey and sentenced to two years' imprisonment for conspiracy, in connection with the Houndsditch burglary.

Mr. Bodkin continued his argument for the Crown. Dealing with the connection that Mr. Justice Grantham misdirected the jury, counsel argued that the jury were well able to follow the comments of the Judge, because of the fact that the issue in the case was plainly before them before the summing up was made. The jury knew well what the question was that they had to consider, and their minds would not have been puzzled by any lack of direction.

The Lord Chief Justice said the case was one of great importance. In fact, it was one of the most difficult that the Court had had to consider since it had been exercising its jurisdiction. It had been contended that one of the principal issues in the case had been omitted, but omissions did not always constitute a misdirection. They came to the conclusion that the objections to the summing-up did not support the contention that the jury had been misdirected, but there were other reasons why the Court came to the conclusion that the conviction could not be supported. There had been a wicked plot by a number of men to commit a burglary at the jeweller's shop, near which they had taken rooms. There was no doubt that Vassileva was at 11, Exchange-buildings, doing domestic work at the house for the men, who were to commit the burglary, but beyond her presence at the place, there was no direct evidence to establish her guilty knowledge of what was about to happen. She had been a respectable girl until she went to Exchange-buildings to live with Gardstein, the man who was eventually killed during the attempt to commit the burglary, and the Court thought the fact that she dyed her hair, and told a number of lies, might be taken to be a result of her sudden turn to immorality, and her endeavour to hide the fact.

It seemed to the Court that the jury were led to believe that if they accepted the evidence of the prosecution that Vassileva was at the house, then they could say that she had a guilty knowledge. The fact that she was there at Exchange-buildings was not conclusive of her guilt, and he thought the jury should have had the alternative question put to them as to whether her being at Exchange-buildings proved that she was a conspirator or simply Gardstein's mistress. That alternative question was not put, and accordingly the Court thought, although they were not there to say whether Vassileva was innocent or not, that the trial had not been a satisfactory one. The conviction was quashed.

MILITARY SURVEY.

In Canton District.

Some time ago, the Army Headquarters intended to draw sketches of the places in Kwangtung suitable for operations, and a batch of students from the Canton Surveying College were sent out to do the work.

The Superintendent of the students on commission has now reported to the Advisory Council of the Army Headquarters that they have much difficulty in finding night quarters from the people of the places where the work of surveying is being carried on. In spite of a handsome sum of money offered to the country people, they refused to accommodate them. The Superintendent asked that a launch should be placed at their disposal by the Army Headquarters. This will not only give them comfort but will greatly facilitate the work of surveying.

NEW ARMS FOR CANTON.

Big Order for a Local Firm.

(The "Telegraph" Correspondent.) Canton, July 21.

The Provincial Treasurer has ordered from Messrs. Carlowitz & Co., 1,600 rifles of seven chambers, 500 of ten chambers, 40 Mauser rifles and 40,000 rounds of ammunition to the total value of \$205,000 and has submitted a copy of the contract to the Viceroy in order to be sent to Peking.

The arms and ammunition ordered are intended for the equipment of recruits for police and soldiers of the garrison.

RECTOR'S DIVORCE SUIT.

An Unhappy and Unfaithful Wife.

In the Divorce Court, Sir Samuel Evans heard the undefended petition of the Rev. J. N. Duddington, a Herts rector, who asked for the dissolution of his marriage, on the ground of misconduct between his wife and a man unknown.

Petitioner, in his evidence, said he was now rector of Ayot St. Lawrence, Herts, and married in 1893. Afterwards he and his wife resided at Chesham and other places. In 1905 he was appointed to Ayot St. Lawrence, and his wife objected to going there. After about a month she joined him, but left the next day, and though she returned she was very unhappy. She eventually went to live with friends, and some time afterwards confessed to having been unfaithful.

Miss Gertrude Sharrman, of Fellowes-road, Hampstead, said she and Mrs. Duddington lived in a flat at Brixton Hill in 1907. One evening she heard a gentleman with Mrs. Duddington, and the latter told her afterwards he was a "special friend."

His lordship granted petitioner a decree nisi, with the custody of the child.

Public Companies

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND of Three and a half Dollars per Share for the Six months ending 30th June, will be payable on SATURDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 20th July, to SATURDAY, the 29th July (both days inclusive), during which period no transfer of shares can be registered. By Order of the Board of Directors. A. SHELTON HOOPER, Secretary.

Hongkong, 11th July, 1911. [1255]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Two Dollars per Share for the Six months ending 30th June, will be payable on SATURDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 20th July, to SATURDAY, the 29th July (both days inclusive), during which period no transfer of shares can be registered. By Order of the Board of Directors. A. SHELTON HOOPER, Secretary.

Investment & Agency Company, Limited. General Agents for the West Point Building Company, Limited. Hongkong, 11th July, 1911. [1256]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 8th August, at 12 o'clock noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 24th July to 8th August, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 11th July, 1911. [1257]

Informations



SHORTEST & QUICKEST ROUTE

BETWEEN THE FAR EAST & EUROPE, via DAIREN.

SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

1st Class Fare	Shanghai (Steamer).....Lv	Dairen (").....Ar	Thurs. Sat. Sun.	Tues. Wed. Fri.
\$40	Shanghai (Steamer).....Lv	Dairen (").....Ar	6.00 a.m.	" " "
Y11.95	" (S.M.R. Train).....Lv	Mukden (").....Ar	1.50 p.m.	" " "
Y11.50	" (").....Lv	Changchun (").....Ar	2.05 " "	" " "
R 9.60	" (Russian Train).....Lv	Harbin (").....Ar	9.30 " "	" " "
			9.10 a.m.	" " "

Connecting at Harbin with:

SOUTH BOUND.

Connecting at Harbin with				State Ex- press from St. Petersburg	State Ex- press from Moscow	Wagon Lits from Moscow
R 9.60	Harbin (Russian Train) ... Lv.	11.20 a.m.	Mon.	Wed.	Fri.	
	Changchun (") ... Ar.	8.25 p.m.	"	"	"	
Y11.50	(S.M.R. Train) ... Lv.	10.30	"	"	"	
	Mukden (") ... Ar.	6.10 a.m.	Tues.	Thurs.	Sat.	
Y14.35	(") ... Lv.	5.25	"	"	"	
	Dairen (") ... Ar.	1.30 p.m.	"	"	"	
Y40.00	(Steamer) ... Lv.	Noon	Wed.	"	Sun.	
	Shanghai (") ... Ar.		Fri.	"	Tues.	

Connecting at Harbin with:

* Russian Train Time is 2 1/2 minutes ahead of the S.M.R. Time. For instance, 8 p.m. by the former is 6.37 p.m. by the latter.

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Tel. Add.: "Mantewan." Codes: A.B.C. 5th. Ed. A. I. & Lieber's

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Fresh stock always on hand at Dairen, Newchwang and Tientsin Depots and also at Chuefo, Shanghai, Hongkong, Singapore and Penang.

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Agents: MITSUI BUSSAN KAISHA, LTD

Hongkong, 20th April, 1911. [1258]



A FRESH CONSIGNMENT OF SIMON ARZT CIGARETTES. G. PRIEN, Hongkong Hotel Building, Phone 174.

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL. [1035]

"The Beer That's Brewed to Suit The Climate"

Just the thing for a Picnic

A small cask of O. B. Beer

Fresh from the Brewery.

"Just Try It"

A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. WATSON & CO., LTD.,

ALEXANDRA BUILDINGS.

Hongkong, 24th June, 1910.

NOTICE TO SUBSCRIBERS.

From and after 1st January, 1909, the rate of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

Daily—\$30 per annum.

Weekly—\$18 per annum.

The rates per quarter and per month, proportionally. Subscriptions for any period less than one month will be charged as for a full month. The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore.

By Order,

"HONGKONG TELEGRAPH"

Hongkong, 22nd December, 1908.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, MONDAY, JULY 24th, 1911.

MAKING HISTORY.

Without any of the alarm and excursions that one would have expected after the outbursts of the various Lords when the Veto Bill came before them, this measure has passed its third reading and now the darling of the Liberal Cause goes back to its originators so altered that its own parents will hardly know it. The passing of the third reading must not be taken in any way to mark an abject submission on the part of the Lords. It is simply the step usually taken prior to the returning of an amended bill to the Lower House, and in this case it only serves to precipitate the crisis that has been long in the air. That a crisis must come seems almost inevitable for the declarations of the Cabinet Ministers have been perfectly decisive on the subject, and we may take it as certain that the amendments, insisted on by the Lords, will not for one moment be entertained. We, as a nation, stand at the parting of the ways and there are now only two roads to be taken. One is merely the extension of the path we have already trod and the other strikes across the terra incognita of a new constitution, for a new constitution will be the practical meaning of the reforms laid down in the bill. If the Crown is hereditary and the last few accessions seem to point to the fact that it is, it stands in the very same place as the Peerage. The Crown is the "fount of honour" and to take the simile further the Peers are the necessary adjuncts thereof. To continue the quotation the treasury is the "spring of business" and it would seem that in a realm where business interests are paramount, the treasury and the body from which it derives its power, the Commons, should remain in the premier position. While, out of pure reason, this hypothesis must be accepted the existence of the House of Lords and the influence that it has had upon the history of the nation, an influence for good we venture to think, come as a large factor into the question. If the Lords are fighting for a recognition of the principle that they have a right to exert a revisionary power over the work of the Commons, they must have the support of all who are in favour of the continuance of the two chamber system, but if their fight is simply maintained for the purpose of retaining empty legislative honour, they must in the long run alienate the sympathies of the majority of their supporters.

What is the position at the present moment? So far as the cables can tell us there is a feeling in existence that the Lords should not force their amendments but pass the bill, on the Commons refusing to accept it as it now stands. That we think is a most mistaken policy. If the amendments are of any use, now they have been made, if they afford any protection from the possibilities of wild cat legislation, if they secure the continuance of those parts of the constitution which have been found to be of such inestimable value to the country, then not only should they be insisted upon, but the fight continued to its bitterest culmination. We are not asking for anything in the shape of a civil war nor any appeal to force such as was suggested by many of the more fiery speakers at the last general election but we do say that if the measure, as insisted upon by the heterogeneous majority of the House of Commons, is such as to entail a change of the constitution for the worse, even if that "worse" is purely academic, the Lords are perfectly justified in doing their utmost to resist it. The government will soon have to decide whether they will create the necessary number of Peers to ensure the attainment of their ends, and let it be understood at the very outset that they have the support of a very valuable precedent, a precedent that has become an actual part of the constitution. Therefore Mr. Asquith is perfectly within his rights if he goes so far as to create the noble five hundred, but we wonder what will be the result upon the feelings of the country at large. We wonder if the old, old cry of "Down with the Lords" will have the same effect when he tells the nation at large that even after he has succeeded in drawing the dragon's teeth, it is necessary to further reform the creature. It cannot be thought that the present issue is

any the more pleasant for the leaders of the present conglomeration of government than it is for the opposition. They know that if they alter the existing state of affairs it is incumbent upon them to put something as good in their place. That is one of the first things that would be demanded by the people at large, and who betide the party that betrays the people in this respect. We have that confidence in the sagacity of the British public, to be sure, that any measure which savours of haste or ill advice will meet with instant condemnation, and more certain are we that they will not submit to rule by general election. If in any way the power of revision is taken away or even limited we are simply playing at two chamber legislation, with an emasculated upper house which, already of venerable antiquity, is being hurried into an enfeebled dotage. Then the whole question comes to this—either the second house has free powers for revision or there be no upper chamber at all and it would seem that the proposals of Lord Lansdowne, imperfect though they may be in many respects, are more acceptable, for they preserve the rights of the assembly, with an alteration of its composition, the hereditary principle goes, but the power remains. You cannot do away with the powers of the House and then reform it without giving it its old powers, and if that be the case, and in the future Mr. Asquith attempts to remodel the Lords the stands confessed that the measure that has caused so much bother was but a party weapon fashioned for purely party ends. He hopes that, for the credit of the British nation, this will not be so. It would be a sorry sight to the model that the world has copied, prostituted to pure party ends and if the present reform is permanent it is stamped as bad by the very refusal of the Commons to admit the amendments of the Lords. It is, if the alterations are rejected, the clearest possible assertion that the ultimate aim of the Liberal party is single chamber government. The Veto Bill will stand as such and the whole world, the world that has been content to follow where we have led, will have the opportunity of standing by and watching the subversion of that upon which many have founded their governments. The hour makes history and the Liberal party are writing the most peculiar page that the world has ever seen.

DAY BY DAY.

Victoria Cinematograph

Experience proves the man, and will his worth display.

At the recent commencement exercises of the University of Pennsylvania, Philadelphia, there were 350 graduates. Twelve women, six Chinese and one Japanese were among the candidates for the higher academic degrees.

Shop-keeper Robbed.

The master of a shop at West Point left his premises yesterday and on his return, found the pillar broken open and \$387 extracted. Suspicion centres on the cook employed on the premises.

Trespassing on Crown Land.

Three men were charged before Mr. J. R. Wood at the Magistrate's Court this morning with cutting earth on Crown Land. One of the defendants was fined \$15 or one month's hard labour and the rest were each fined \$5 or fourteen days.

Bijou Scenic Theatre.

A capital programme is at present being presented to patrons of the Bijou Scenic Theatre. In addition to several new films, an amusing sketch is given in which Miss Violet Bonnetta and Mr. Bob Stephenson take part. The entertainment on the whole is an excellent one.

Armed Robbery at Pingshan.

The master of a trading junk reports to the Police that at midnight on the 22nd July, when the junk was anchored in Deep Bay, a number of robbers in a small boat came alongside, boarded the boat, tied up the folks and got away with money and clothing to the value of \$150. The robbers were five in number.

A Storm in a Tea-Cup.

An Indian soldier belonging to one of the native regiments stationed in Kowloon was brought up before Mr. F. A. Hazelard at the Magistrate's Court this morning on a charge of assaulting a hawker at Tsai-tan-tai yesterday afternoon. It appears that the defendant bought a quantity of vegetables from the complainant, for which he tendered two cents. This the hawker refused to accept, whereupon the soldier is alleged to have "charged" the peaceful hawker. The summary was dismissed.

Confidence Trick Again.

Within three or four days of the last confidence trick, when a Chinese woman was duped into parting with \$25 worth of jewellery and \$20 in money, a second case under similar circumstances has been reported to the Police. In this instance, a married woman residing at Kwong Yuen Street West was imposed upon to the extent of \$40. It is common knowledge that it is nothing more or less than pure greed that leads to the downfall of those frail creatures, who at the time they offer to change the supposed banknotes have not the slightest intention of returning to their, to them, prospective victims. Truly, diamond cut diamond!

A very powerful human drama entitled "The White Slave" is being nightly thrown on the screen at the above. The picture must be seen to be appreciated. The Collier Sisters have established themselves in public favour by their refined entertainment.

Obstruction of Blake Pier.

P. C. Arthur William Grinmitt charged the masters of the steam-launches Bank Line and Kam Kai before Commander C. W. Beckwith, R.N., Harbour Master, at the Marine Court this morning with lying alongside Blake Pier on the 20th instant in such a manner as to prevent the free access of other vessels. The evidence showed that the Police launch could not approach the pier on account of the obstruction caused by the vessels in question. A fine of \$10 or one month's hard labour was imposed in respect of the first defendant. The case against the second defendant was remanded as the latter could not be found.

Kipling and the Government.

Mr. Rudyard Kipling, it seems, has joined the ranks of the professional opponents of the Government. He publishes some verses entitled "The Declaration of London" recently in the "Morning Post."

Apostrophising the Government, he cries:—
Now you return to your honoured place.

Panting to shame us anew.
And we are told that
Our ears still carry the sound
Of our once-Imperial years.
Exultant after our King was crowned.

Beneath the sun and the breeze.
It is too early to have them bound.

Or sold at your decrees.
Whether it is our ears or our eyes that are to be bound or sold is not quite clear. But it hardly seems to matter.

Unclaimed Telegrams.

List of Unclaimed Telegrams lying in the Eastern Extension Australasia and China Telegraph Company's Office at Hongkong: Chingchean, Samarang; Cynosaur, Kuala Lumpur; Hokee, Taiwan; Honke, Taiwan; Kamiyo Matsubara (2), Zamboanga; Keny, Stockton Cal.; Kong Yon, Cholon; Lorena, Manila; Samyiko, Hotel, China; Stoppani, Astor House, Milan; Tchichong, Hon. Marche, Central, Pioniprub; Taiong, Singapore; Tokutai, Taiwan; Toylung, 120 Cornmarket, San Francisco; Yuen-chuan, Saigon; Yuen Yiet, Torreon; 0005, 3,883, 2,837, 3,032, Tientsin; 0078, 1,344, 0,031, 0,074, Mexico; 2,837, 3,332, 4,382, Tientsin; 0,046, 0,030, 0,850, Wei-hai-wei.

List of Unclaimed Telegrams lying in the Great Northern Telegraph Company's Office at Hongkong: Addy, Hongkong Hotel, (2); Kooching; Sheppardson, Army Navy Club; Kungtienchong; Limon; 2,098, 4,410, 6,410, 7,45,6

Miss Eyre, founder of the Eyre Diocesan Refuge, is leaving Hongkong for about six weeks holiday at Fookchow.

Mr. Hooper's Resignation.

Interviewed this morning on the subject of his resignation from the Sanitary Board, Mr. Shelton Hooper said that he had nothing further to say on the matter, at present.

Tientsin Trade.

On page three is to be found a lengthy article on the annual trade of Tientsin. The annual report which has been compiled by Mr. Millier, Commissioner of Customs, also throws a peculiar light on the use of the anti-opium medicine.

Suez Canal.

An important move in connection with the Suez Canal is the decision of the directors of the company to increase the depth of this important thoroughfare from 31 to 33 feet. An interesting article on the subject is to be found on page three.

Health Return.

The health return for the Colony during the week ended on Saturday shows that there occurred during that period 17 cases of communicable disease—15 being cases of plague, 1 of enteric fever, and 1 of smallpox. During the 48 hours ended at noon to-day 4 cases of plague were reported, bringing the total from the beginning of the year up to 228.

An Appalling Murder.

An appalling murder has been unearthed in New York, when the body of a woman was found in a bath tub covered with lime. The husband who has been arrested on suspicion of committing the crime stoutly denies all knowledge of the affair, and alleges that it was either a case of suicide or of murder by some person unknown to him. A full report appears on the third page.

Serious Floods.

Serious floods are reported to have occurred in Wuchow, Sam-sui, Shihling and Kungmou. The eastern and southern gates of the Shihling City have been blocked with lime and earth against the influx of water. The places along the banks of the river are still completely under water.

In Kongmou all the streets are flooded, and traffic can only be maintained by means of floating bridges.

The Water Polo League.

Typhoon signals on Saturday stopped the water polo team of the 78th Co. R.G.A. from crossing from Stonecutters to the K.O.Y.L.I. which was consequently postponed. This was a great disappointment to those interested in the league as the event would have witnessed the debut of the team from the new regiment. Those who chanced to be on the spot, however, were not altogether disappointed for an inter-company match was played by the soldiers. The game was rapid, but at times there was displayed a lamentable ignorance of the elementary rules of the game. The "white" team had themselves to blame for losing the match, for, had they marked their opponents better, the score might have assumed a different complexion. The "blue" won by six goals to four. The league match will have to be played off before Saturday.

Typhoon Warnings.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 5 p.m.—"Manila, July 22, 3.55 p.m. Cyclone or typhoon W. of Northern Luzon, more than 100 miles distant moving N.E."

The following telegrams were received from the Manila Observatory at 9.15 p.m.—"Manila, July 22, 7.15 p.m. Cyclone or typhoon, Pacific Ocean about halfway between Marian Islands and the Loochoos, moving W.N.W."

"Manila, July 23, 5 p.m. Cyclone or typhoon W. of Balintang Channel moving N.E. or E.N.E. Cyclone or typhoon E.S.E. of Naha moving W.N.W." 12.25 p.m. "Manila, July 24, 11.30 a.m. Cyclone or typhoon W. of Balintang Channel moving E.N.E. Cyclone or typhoon E.S.E. of Naha, moving W.N.W."

A QUESTION OF IDENTITY.

Case in Summary Court.

Before Mr. Justice Gompertz in the Summary Court this morning, the Tung Hop firm sued Wong Fat and Pang King Sam, partners of the Shun Hing Tseung firm, for \$232, being balance due for the erection of a theatrical match at Tung Lo Wan, under agreement dated 7th February, 1909. Plaintiffs also claimed costs in the action.

Mr. Barlow appeared for plaintiffs and Mr. Gardiner said he represented the present owner of the firm.

Mr. Barlow said he intended to prove that his friend's client was Wong Fat.

Mr. Justice Gompertz: Who is your client?

Mr. Gardiner: He is the purchaser of the late firm, Wong King Sam.

Sole Proprietor. Mr. Justice Gompertz: And he is sole proprietor of the defendant firm?

Mr. Gardiner: Yes; the firm is named Shun Hing Tseung Wing Kee, and he acquired the business more than two years ago.

Mr. Justice Gompertz: How about the other two defendants? Are they in Court?

The names Wong Fat and Pang King Sam were called, but no answer was received.

Mr. Barlow: There is only one issue between us, as to whether Wong Fat is the man we are saying he is.

Mr. Gardiner: We are not the firm it is said we are. Wing Kee was added two years ago, and no service has been effected on this man personally.

Mr. Barlow: The only service is as to the person having charge.

Owner or Employee?

Mr. Gardiner: No, and take it from the firm. Are they going to attempt to prove my client is Wong Fat? He has not been served a Wong Fat.

Mr. Justice Gompertz: It doesn't matter. The firm has been served and if he is the firm he is served. You may pass all sorts of allusion to him if you like. I think you appeared under protest on the last occasion.

Mr. Gardiner: Yes. Evidence was then called, the managing partner of the Tung Hop firm speaking as to the making of the contract.

Mr. Gardiner in opening his defence said his client was an employee in the firm sued and was in the employ of the firm at the time the contract was entered into.

About a month after the contract was entered into and before the payments were made in respect to the contract, an advertisement was inserted in the vernacular press before any sale took place.

Denial.

Subsequently there was an assignment to his client, which he would produce, and afterwards the firm was renamed, Wing Kee being added. The firm was registered in the usual way, and the evidence acknowledged by the landlord in the name of his client, which he thought conclusively showed there was a bona fide transfer on the 8th of March.

At that time his client became owner, without taking any liabilities. He did not take over any of the old debts, nor was he liable for any.

Entering the box defendant spoke to the business being transferred to him, his employer giving up the business on account of illness.

Further evidence was given to prove that defendant's name was not Wong Fat, but Wong Wing Sun.

"Told a Lot of Lies." Mr. Gardiner, at the conclusion of the evidence, said he thought it was clear from the evidence—

Mr. Justice Gompertz: I don't know that it is clear.

Mr. Gardiner: I think it is beyond doubt there was a transfer, and I think that transfer is undeniable in view of the documents produced.

The Puisne Judge: What was the consideration money?

Mr. Gardiner: Two hundred dollars, my lord.

Continuing Mr. Gardiner said he did not think his friend could be said to have convinced his Lordship that his (Mr. Gardiner's) client was liable.

The Puisne Judge: No doubt you man has told a lot of lies.

Obvious Fallacies.

Mr. Gardiner: Perhaps so, my Lord. I suppose both sides have told lies, but that doesn't make him liable. I would ask your Lordship, under the circumstances to non-suit the plaintiffs. I suppose it will have to be judgment for the defendant so far as this man is concerned.

Mr. Justice Gompertz: If I don't give plaintiff judgment I shall have to non-suit him.

Mr. Barlow said his friend was not putting the case very high. He submitted that considering defendant's story and his demeanour in the box, his obvious fallacies, and statements which were untrue, he thought all the evidence should be on his side. Although his friend had more witnesses he thought his (Mr. Barlow's) evidence was more substantial and more reliable. He therefore asked for judgment for the plaintiffs.

Consideration.

The Puisne Judge said he would read over the evidence. The sum was not great but to a Chinaman was no doubt considerable. He would take time to consider. In the meantime he asked that Mr. Gardiner should do all he could to find further evidence to back up the documentary evidence produced.

INDIAN'S CLAIM.

In the Summary Court this afternoon a case was heard in which Mohu Singh was plaintiff and Bakari defendant.

The plaintiff claimed the sum of 69.00 dollars, 60 dollars due under a promissory note, and interest.

DEATH OF A CATHOLIC PRIEST.

The Late Fr. A. Poletti.

The Catholic Mission in Hongkong have lost a valuable worker and keeper in the person of the Rev. Father A. Poletti who passed away quietly at the Government Civil Hospital in the forenoon today. Deceased was a victim of typhoid having been admitted to hospital for treatment just a week ago. The Rev. Father de Maria and others of the same Mission were in constant attendance on the deceased and were present at the death bed to administer to the dying priest the comforts of the last sacraments of the Church of which deceased was such a valuable exponent. Bishop Pozzoni arrived just too late to pronounce the last blessing, but the prelate was with Fr. Poletti until 10.30 last evening. "He died as he lived," full of comforting fortitude and Christian faith in the reunion with those who like himself, had lived a life to secure the temporal and spiritual well-being of others.

Father Poletti was only 34 years of age at the time of his death. He arrived in Hongkong in the fall of 1900, and after two years' connection with the Catholic Church in the Colony was detailed to prosecute missionary duties in the district of Kwei-shin. With the natives in the district he had always been a favourite and he knew them, their language and their country as well as his own native province of Como in Italy.

He came over from the interior to take part in the recent Coronation services at the Roman Catholic Cathedral and was awaiting the arrival of another priest to substitute him before proceeding on home leave when Death claimed him for his own. Much sympathy will be felt with the father of the deceased priest. The venerable old man is over eighty years of age and had anticipated welcoming the son home when the sad tidings were flashed over the wire to-day of the latter's demise. An unmarried sister and a brother, who is also a priest, survive the deceased.

Father Poletti will be better remembered in Hongkong in connection with his tenure of the Catholic military chaplaincy during the Rev. Father Augustin's absence in 1900.

The funeral arrangements will be as follows:—

To-morrow at 7.30 a.m. Requiem Mass at the Catholic Cathedral.

To-morrow at 5.30 p.m. Funeral starts from the Cathedral and will pass the Monument at 8 p.m.

SPECIAL
TELEGRAMS.

SEAMAN'S DISPUTE.

(THE "TELEGRAPH" CORRESPONDENT)
London, July 23, 10.20 p.m.
The Cardiff strike has been settled.

ST. GEORGE'S VASE.

(THE "TELEGRAPH" CORRESPONDENT)
London, July 23rd, 10.20 p.m.
Private T. A. Sparkes won the St. George's Vase.

INCENDIARIES AT
MUKDEN.

ATTEMPT TO FIRE AN
ARSENAL.

(AN INDEPENDENT NEWS AGENCY.)
Tokyo, July 23.

A telegram from Mukden states that an attempt has been made by incendiaries to set on fire the military armoury and powder magazine at Mukden.

The plot was discovered in time, and the Government telegraphically ordered the officer commanding the Army to send a band of soldiers in order to effect the capture of the offenders.

This attempt is ascribed to the revolutionaries, whose operations there are reported to be causing great uneasiness to the authorities.

REUTER'S
TELEGRAMS.

RECIPROCITY.

WASHINGTON SENATE
PASS BILL.

(SERVICE TO THE "TELEGRAPH.")
Bombay, July 23rd, 6.50 a.m.
The Washington Senate has passed the Reciprocity Bill in its original form by voting down amendments.

It is believed that President Taft signed the Bill yesterday.

AVIATION.

MIRACULOUS ESCAPES.

(SERVICE TO THE "TELEGRAPH.")
Durban, July 22nd, 8.35 p.m.
A start has been made for the "Daily Mail" £10,000 aviation prize.

The course is triangular and covers a distance of 1,010 miles from London to Sirling, and back through Bristol to London.

There are twelve compulsory stops at principal towns, and the same aeroplane must be used throughout.

The heat in the afternoon when the start was made was intense. Over twenty airmen started in the preliminary stage from Brooklands to Hendon.

Aviator Kemp, who made a practice flight, had a miraculous escape, a wing of his aeroplane breaking, and he, along with it, falling from a great height.

SEAMEN'S STRIKE.

AGREEMENT ARRIVED AT.

(SERVICE TO THE "TELEGRAPH.")
Bombay, July 24, 12.50 a.m.

The Cardiff strike is settled. The seamen have reached an agreement with employers, who will recognize the Union.

Other workers have agreed to resume employment on Monday. Grievances will be considered later.

CHINA AND MACAO.

Extradition of Prisoners.

(THE "TELEGRAPH" CORRESPONDENT)
Canton, July 22.

The Diplomatic Commissioner has recommended to His Excellency the Canton Viceroy the appointment of Tantai Shah Fook Mau as special commissioner to confer with the Governor of Macao regarding the revision of the regulations governing the extradition of prisoners.

It may be mentioned here that the Tantai is an official well versed in diplomatic affairs, and has paid several visits to the Governor of Macao on business before. His Excellency the Viceroy is in favour of the appointment, and has instructed the Tantai to proceed to Macao with power to revise the regulations regarding extradition of prisoners with the Governor of Macao.

ANARCHY IN SOUTH
CHINA.

Annam as a Base.

(THE "TELEGRAPH" CORRESPONDENT)
Canton, July 22.

The Tantai of Yum-chow and Linchow has reported by wire to His Excellency the Viceroy that the anarchists are using Annam as their entrance and exit. Both in Loongchow and Yum-chow which are on the frontier separating the French Dominion from Chinese territory, detectives are permanently stationed, being engaged in the work of watching the movements of the anti-anarchists. The force of the detectives was considerably strengthened respectively since the Canton outbreak.

According to a report received by the Tantai from his deputy in America, about 80 per cent. or 90 per cent. of the Chinese residents there have been misled by the revolutionaries, while a great number of them are willing to fight and die for the anarchists.

The mischievous characters are forming a Daring Death Society. Many of the members know the method of manufacturing dynamite and other explosives and are secretly going into the interior of China for the purpose of assassinating the officials.

Every day a party of four or five are seen leaving for or returning from Hainan or Hanoi. The anarchists in Hongkong are alleged to be carrying on secret intrigues with their fellows in Annam.

On receipt of the report, His Excellency the Viceroy instructed the Customs Commissioner to order his underlings to keep a sharp look-out for those undesirable, and the deputies in charge of the telegraph stations throughout the Province to work similarly.

HIPPODROME CIRCUS.

Boxing Final.

The Hippodrome Circus continues to draw crowded houses nightly at Causeway Bay. On Saturday evening, an excellent programme was provided and in the presence of a large audience, the final boxing contest was fought between Corporal Scruton of the K.O.Y.L.I. and Seaman Tovey of Submarine 37. Mr. J. Dempsey acted as referee. The match was a disappointing one. In the first round, Scruton was heavily punished. In the second round, Scruton did not come to close quarters. In the third and final round, the men had just come out of a clinch near the sailor's corner when time was called, there being no going. As Tovey was walking to his corner, after time, he was struck by Scruton. Tovey was declared winner by the referee. The decision of the referee was not by any means popular. Gunner Kingsland of the R. G. A. challenged the winner of the bout. The public should not miss the opportunity to-night of seeing the huge programme arranged as the result of the combination of the Byssack and Fills' Circus. There will be 50 artists appearing in the ring.

The Houndsditch Affair.
The tragic-comedy of Houndsditch has come to a fitting end, by the failure of the Crown to uphold the conviction of Nina Vassilova for complicity in the affair. The Court of Criminal Appeal held that the trial was not a satisfactory one and quashed the conviction. A full report appears on page 10.

RICE RIOTS IN WEN-
CHOW.

The Wenchow Correspondent to the "North China Daily News" in his letter of July 11 says that a great quantity of rice has been exported from here to Foochow so that the local stores are not enough to supply the wants of the people before the first crop is on the market. In consequence those who held small stocks put the cost up to famine prices. As a protest on the first of this month all shops were shut. This was a sign for the mob to take possession of the streets and all the rice shops were broken into but grain was only stolen when it belonged to the wealthy.

On the second day the Magistrate caught three of the ringleaders and sent them to the New Police Court where they were imprisoned and beaten. In the meanwhile the Tantai had fixed the price of rice at a reasonable figure and all would have been well but for these three men in prison. Their treatment greatly enraged the populace, and the shops remained shut while a mob went to the yamen of what we call here the "Sang Po Ting" and dragged the new official by his queue through the city and thrust him out at the principal gate.

The three prisoners were then liberated, with, it is rumoured, a present of a hundred dollars each, and since then the city has been tranquil. The price of good rice remains as before and what is being sold at the lower figure is, according to report, almost unobtainable.

There is still much unrest in the country districts round here, raids have been made by the hill people on the villages of the plains so that many of the inhabitants of the latter have fled to the cities; bands of beggars, forty or fifty in number, have also terrorized some of the country places; but as the new supply of rice is very shortly due it is not anticipated that there will be much more trouble, a sufficient supply having just arrived from Shanghai to tide over the intervening days.

A MYSTERIOUS THEFT.

A cashbox containing over £1,000 in gold and notes was recently stolen from a Coronation stand erected at the Borough Polytechnic in the Borough-road by a group of thieves with considerable daring and ingenuity.

The cashbox was on a table in a central bureau on the ground floor of the Polytechnic building. All day long there had been a considerable demand for seats and the room was thronged with inquirers, who kept the staff of twenty busily engaged. The owners of the stand, Messrs. C. H. Glover and Co., had experienced a demand for seats during the day which had considerably exceeded that of any previous day.

Telephone Call Gives Opening.
At about four o'clock four men, walking in separately in couples, entered the building and began to inquire about the seats. Two of them were taken by two of the chief attendants up the main stairs of the building towards the stand, which is built out over an area. While they engaged the attendants in conversation the two other men were keeping other attendants occupied by inquiries in the bureau itself.

Shortly afterwards Miss Glover, who was in immediate charge of the cashbox, was called from the desk to a telephone at the other side of the room by a general inquiry as to the price of seats. She was absent only a few minutes, during which time the cashbox was in full view of everyone in the crowded room. To her amazement when she returned it had gone. She at once raised an alarm, and the suspicious behaviour of the strangers was recalled.

"Back in a Minute."
Meanwhile, the other two men, who had gone to the top of the building, had apparently collected something. "Excuse us," said one to the attendants, "We shall be back in a minute." The attendants, who had not heard the alarm, waited for them, but they did not return.

There were three commissionaires on duty at the main entrance, which is the only exit from the bureau. No one of them noticed any of the four strangers leave. The mystery is added to by the fact that the cashbox was of considerable size and weight, its measurements being 6 in. by 18 in. The takings were not figured.

OUTRAGE IN SHANGHAI.

But for the fortune of a bullet missing its mark the Shanghai police last Wednesday would have been engaged in the investigation of a murder in every respect sensational and horrible as that which about a year ago, when Mr. King Gen-sang was done to death, shook Shanghai. On this occasion the outrage which was perpetrated took place within almost a stone's throw of that referred to, and the intended victim of the assassin was equally prominent, being an official of the Mixed Court, Mr. Wang Foh-chien. When the affair occurred Mr. Wang was going from one festivity to another, and proceeding along in his ricksha. Suddenly a shot was fired, and the bullet striking him in the lower part of the body, inflicted a flesh wound which, if deeper, would almost certainly have proved fatal.

Mr. Wang's duties at the Mixed Court are those of Secretary in charge of the foreign-Chinese civil cases, and he would thus, of course, occupy a prominent position in the native life of the Settlement. On Monday night he had been engaged at a dinner party, and, as is the custom with well-to-do Chinese, had more than one function to attend. Thus it happened that about two o'clock yesterday morning, having left the dinner party, he was making his way to another house, when the attempt to murder him took place. At the time it was raining heavily, and the hood of the ricksha in which he was travelling was up, and in addition he was screened by the apron. He had reached the corner of Suiwau and Kwangsi Roads when the event happened. A man suddenly appeared on the scene, and pushing aside the apron inserted his hand into the body of the ricksha. In his hand was a revolver or pistol, and without loss of time he fired.

Mr. Wang is a portly man, rather above middle age, and at the time he was sitting with his hands folded over his gown. Thus, when the shot was fired, intended obviously for a vital part, the bullet grazed his hands and cutting through his clothes tore along the skin of his body inflicting a cut which bled profusely. As soon as the shot was fired the man made good his escape, leaving his victim in what seemed a precarious condition. In the circumstances a carriage was summoned and Mr. Wang drove to his house which is outside the Settlement in the vicinity of the North Chekiang Road. The first intimation the public had of the occurrence was the arrival of the wounded man's ricksha coolie at Louza Station, and on hearing his story they at once had detectives at work.

While inquiries were pursued in the vicinity of the outrage an officer was sent to Mr. Wang's house. On his way there he obtained the services of Dr. Parrott who, on arrival, attended to the injured man. The wounds had bled to a considerable extent, but fortunately they were not deep enough to cause immediate danger. Had the bullet, however, ploughed deeper into the body by as much as a quarter of an inch it is a certainty that it would have caused such injuries that there could have been little hope of saving his life.

Those who have followed local events during the past year will recognize in this outrage a resemblance, at least superficial, to what happened a year ago when Mr. King Gen-sang was murdered. On that occasion the victim was caught on leaving a social gathering, and, as already stated, not far from the scene of the present affair. On the previous occasion the conclusion was reached that the murderer knew his victim's movements on the particular night, and no doubt the same theory would be justified in the present instance. King Gen-sang was a man who interested himself to no small extent in the litigation always proceeding in the Chinese circles, which he might have had something to do with his death, and from his visit to Mr. Wang must have been equally well-known among those engaged in lawsuits. The points of resemblance between the two occurrences may, of course, be no more than coincidences, and at the present juncture it would be rash to suggest that the one affair had anything to do with the other. So far no one has been arrested in connexion with the matter.—"N. C. D. News."

BULLION.

Messrs. Samuel Montagu & Co.'s Circular dated London, June 29, contains the following:—

Gold.—The arrivals of bar gold were about £900,000, for which there was some Continental demand. After provision for this, for India (£147,000) and the trade, the comparatively small balance is expected to be sent into the Bank of England.

The following amounts were received by the Bank:—

June 21,	£161,000 in bar gold.
" 21,	7,000 in sovereigns from France.
" 24,	100,000 in sovereigns from Egypt.
" 24,	10,000 in sovereigns from Peru.
" 26,	6,000 in sovereigns from Australia.
" 27,	280,000 in sovereigns from Egypt.
" 28,	7,000 in sovereigns from France.

The above forms a net influx, since our last letter, of £571,000. Silver.—The tone of the market has not been robust. For some time past there has been no real activity in silver, so that the incidence of the two Coronation holidays had no appreciable effect on the market.

On the 24th instant a fall of nearly 1 per cent. was reported in the Indian quotation, apparently in consequence of some nervous fears lest the monsoon would not pursue its normal course, and the price here dropped sympathetically to 24.3-8. China, however, lent some support at the fall, and the price was maintained on the 26th, notwithstanding that supplies, as is usual on Monday, were fairly plentiful.

A recovery took place on the 27th to 24.7-10d., but proved short lived, for on the 28th the price reacted to 24.3-4d., again, and today the news that large tracts of India need rain caused a further fall to 24.5-10, the lowest cash quotation since April 3.

It is not unusual nor indeed undesirable, that the periodic rain in India—commonly called the monsoon—should be subject to temporary interruption, but the advices received to-day by cable betray uneasiness at its prolonged suspension.

Bombay stocks are reduced by 800 bars to 11,800; those in Shanghai are practically unaltered. A shipment of £35,000 has been made from San Francisco to Hongkong.

Messrs. Mocatta and Goldsmid's Circular dated London, June 30, says:—

The silver market has had a sagging tendency during the past week and with very slight fluctuations the price has fallen from 24.7-10 to 24.5-10 which we quote to-day and is the lowest price touched since early in April.

Some nervousness is manifested in Bombay owing to a temporary cessation of the rains up country and this has caused some bear selling in the bazaar, but China has been inclined to buy at the lower rates, and the weather reports are not yet causing any real uneasiness. Provided the monsoon resumes its natural course before long, this temporary cessation would not impair the prospects of a good season, as the latter rains are much more important than the earlier rains.

Gold has been in demand for Germany and practically the whole of this week's arrival, which amounted to nearly a million sterling, was taken for that quarter after provision had been made for the usual Indian requirements. Since our last circular the Bank of England has received £571,000 in bars and coin, of which £380,000 was in sovereigns from Egypt, and there have been no withdrawals.

REFORMERS PARDONED
BY CHINESE.

Kung Yu Wei and Laing Ching Chiao, the two famous Chinese reformers who have been exiled from China and who took up their residence in Japan, have been pardoned, according to a report current here.

They have both made public statements announcing their willingness to return to China provided they are given a clear understanding of the conditions imposed by the Chinese government and the appointments that await them.

MILK
FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

To-day's
Advertisements

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG
AND SINGAPORE.

THE Steamship

"ARRATOON APCAR."

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 26th inst., will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.
Agents.

Hongkong, 24th July, 1911. [270]

FOR SHANGHAI, KOBE AND
MOJI.

THE Steamship

"ARRATOON APCAR."

Captain G. F. Hudson, will be despatched for the above ports on FRI. DAY, the 28th instant, at daylight.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN

(occupying 20 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & CO., Ltd., Agents.

Hongkong, 24th July, 1911. [1271]

FOR SINGAPORE, PENANG
AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"GREGORY APCAR."

Captain S. H. Belson, will be despatched for the above ports on FRI. DAY, the 28th inst., at 1 p.m.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 24th July, 1911. [1272]

POPULAR
"ASAHI" BEER

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [34]

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER
(Qualified).

No. 1, Queen's Road East,
HONGKONG.

29th April, 1911. [1095]

WM. POWELL,
LIMITED.

GENTS' OUTFITTERS.

THE "HUSSAR"
COLLAR

\$5.00 per doz.

In all depths from 14 in. to 3 in.

PERFECT FITTING.

THESE COLLARS are HAND DRESSED assuring a perfect fit and a longer period of wearing than machine ironed.

WM. POWELL,
LIMITED.

28, Queen's Road.
Hongkong, 15th June, 1911. [1048]

THE
SUMMER DRINK.

CAN BE MIXED WITH WATER,
LEMONADE, SODA, &c., AND MAKES AN
IDEAL COOLING AND REFRESHING
DRINK.

IT IS THE MOST POPULAR NON-
ALCOHOLIC DRINK IN THE UNITED
STATES.



H. PRICE & CO., LTD.

12, Queen's Road Central.

Hongkong, 24th July, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 6 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, etc. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong To Quebec.
"EMPEROR OF CHINA" Sails, Aug. 12. "EMPEROR OF BRITAIN" Fri. Sept. 8.
"EMPEROR OF INDIA" Sails, Sept. 2. "ALLAN LINE" Fri. Sept. 29.
"MONTAGUE" Sails, Sept. 12. "EMPEROR OF IRELAND" Fri. Oct. 30.
"EMPEROR OF JAPAN" Sails, Sept. 23. "EMPEROR OF IRELAND" Fri. Nov. 10.
"EMPEROR OF CHINA" Sails, Oct. 11. "ALLAN LINE" Fri. Nov. 10.

From St. John To Hongkong.
"EMPEROR OF INDIA" Sails, Nov. 1. "EMPEROR OF BRITAIN" Fri. Dec. 1.
"EMPEROR" Steamers will depart from Hongkong at 6 p.m.
"Montague" 12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families.

Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43 Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Black Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On

TIENSIN & SWATOW. CHEONGSHING * Wednesday, 26th July, 4 p.m.

MANILA. LOONGSANG * Saturday, 29th July, 2 p.m.

MANILA. YUENSANG * Saturday, 5th Aug., 2 p.m.

SINGAPORE, PENANG & CALOUTTA. KUISANG * Tuesday, 8th Aug., Noon.

SHANGHAI, KOBE & MOJI. FOONSANG * Tuesday, 8th Aug., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kuisang," "Yuensang," and "Foongsang," leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kuantan, Lahad Datu, Simpang, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. General Managers.
Hongkong, 24th July, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Tons D W	Captain	On or about
"ONTARIO"	11,000	Jas. Findlay	August 4th.
"BUVERIC"	11,000	F. Cowley	August 22nd.
"KUMERIC"	11,000	G. McGill	September 26th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 20th July, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer From Expected on or about For Will leave on or about

Tjiluwang SHANGHAI 2nd half July

Tjiluwang JAPAN 2nd half July

Tjiluwang JAPAN 2nd half July

Tjiluwang JAPAN 2nd half July

Tjiluwang JAPAN 2nd half July

Tjiluwang JAPAN 2nd half July

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Tjiluwang JAPAN 2nd half July

Tjiluwang JAPAN 2nd half July

Tjiluwang JAPAN 2nd half July

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KITANO MARU, Capt. F. E. Cope, Tons 9,000 IYO MARU, Capt. R. Takoda, Tons 7,000 HIRANO MARU, Capt. H. Fraser, T. 2,000	WEDNESDAY, 2nd Aug., at D light. WEDNESDAY, 16th Aug., at Daylight. WEDNESDAY, 30th Aug., at Daylight.

VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 12th Aug., from KOBE
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VICTORIA, B.C., & SEATTLE VIA KANLUN, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	AWA MARU, Capt. Iizawa, Tons 7,000 INABA MARU, Capt. S. Tomioka, Tons 7,000	TUESDAY, 15th Aug., at 4 p.m. TUESDAY, 12th Sept., at 4 p.m.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	KUMANO MARU, Capt. M. Winckler, Tons 7,000 YAWATA MARU, Capt. T. Sekine, Tons 8,000	FRIDAY, 4th Aug., at Noon. FRIDAY, 1st Sept., at Noon.
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KOBE and YOKO.	YAWATA MARU, Capt. T. Sekine, T. 5,000	TUESDAY, 1st August, at Noon.
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KOBE & YOKO.	TANGO MARU, Capt. Kawara, Tons 8,000	THURSDAY, 3rd Aug., at 11 a.m.
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SHANGHAI, MOJI & KOBE.	HAKATA MARU, Capt. H. Nomura, Tons 7,000	WEDNESDAY, 2nd Aug.
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BOMBAY via SINGAPORE & COLOMBO.	HINGO MARU, Capt. S. J. G. Parsons, Tons 7000	TUESDAY, 25th July.
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† Fitted with new system of wireless telegraphy. † Cargo only.

* Carries deck passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
RETURN.	RETURN.	RETURN.	RETURN.	RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS To SAIL.

AMOI & WEIHAIWEI "CHIHUI" 25th July, Noon.

MANILA, CEBU & ILOILO "TEAN" 25th " 4 p.m.

SHANGHAI "LINAN" 27th " 4 p.m.

HAIPHONG "SINGAN" 28th " 10 a.m.

SHANGHAI "CHINHUA" 29th " M'night

WEIHAIWEI & TIENSIN "HUICHOW" 1st Aug., 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE—Twin Screw Steamers "Toan" and "Taming," saloon accommodation midships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of s.s. "Kallong" is situated on deck, aft.

† SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinkua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon; leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Telephone No. 26,
Hongkong, 24th July, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD. HOMEWARD.

For Shanghai, Kobe & Yokohama: For Havre, Bremen & Hamburg: S.S. "Ambra" 23th July S.S. "Spezia" 2nd Aug.

"Aleia" 9th Aug. S.S. "Liloi" 7th Aug.

"Freieule" 25th Aug. For Rotterdam & Hamburg: S.S. "Sagaria" 12th Aug.

"Suevia" 6th Sept. For Havre, Hamburg & Antwerp: S.S. "Saxonia" 17th Aug.

"Schlesien" 27th Sept. For Marseilles, Havre & Hamburg: S.S. "Silvia" 21st Aug.

For Further Particulars, apply to—Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 22nd July, 1911.

[950]

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 31st July, 4 p.m.
ZAFIRO	4000	M. O. Smith	MANILA, CEBU & ILOILO	THURSDAY, 10th Aug., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 22nd July, 1911.

[14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOU.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving

For Freight and Passage, apply to

A. R. MARTY,
24, Des Vaux Road.

Telephone 118.

Hongkong, 12th June, 1911.

[1099]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
ST. ALBANS	28th July	Saturday, Aug. 19.
EASTERN	28th July	Sunday, Aug. 20.
ALDENHAM	28th Sept.	" " Sept. 20.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provision, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

[907]

TOYO KISEN KA'SHA
Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada, and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer Tons Captain Date of Sailing.

Tenyo Maru 21,000 E. B. B. Friday, July 28, Noon.

Nippon Maru 11,000 H. S. Smith Friday, Aug. 18, Noon.

† Triple Screw, turbine engine. • Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Triple Screw Steamer "TENYO MARU" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 28th July, at Noon.

SO'UTH AMERICAN LINE.

(In connection with National Railway of Mexico at Manzanillo.)
Only Regular Direct Service to Mexican Ports, and Chilean Ports.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer Tons Captain Date of Sailing.

Kiyo Maru 17,200 S. Togo Tuesday, Aug. 15, Noon.

Buyo Maru 10,500 K. Hashimoto Saturday, Oct. 11, Noon.

The Steamship "KIYO MARU" will be dispatched for MEXICO, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on TUESDAY, 15th August, at Noon.

For Further Particulars as to Passage and Freight, apply to K. MATSUDA, Local Manager.

KING'S BUILDING (Opposite Black Pier).

COMMERCIAL.

In the metal trade review for the week ending June 17, the "Globe" says:—

Last week closed at £222 cash, £180 15s. three months. This week closed at £188 10s. cash, £188 three months. The turnover for the week was moderate—3,050 tons.

The fluctuations this week mark an epoch in the history of the trade, for the price of spot, which on Monday was £230, was at Friday's close no more than £188 10s., thereby disclosing a sensational decline during the week of £41 10s. per ton. We discussed last week the circumstances that led to the rise and the suddenness of the fall may be casually attributed to the combination of three causes, viz., the closing of several "bears," accounts, the absence of an anticipated American demand; and the request from one of the importing houses, through their brokers, that exemption from default should be given them on the grounds that a "corner" existed. Many operators short of metal for dates up to the 21st, but correspondingly long of dates after the 26th, had no doubt been led to purchase at excessive prices with the hope that the corner would continue long enough to enable them to realize the later June prompts without loss, but their hopes have been vain, since they have had the mortification of paying excessively to complete engagements all falling due within the space of, say, 10 to 14 days.

Members of the Metal Exchange have not unnaturally been stirred into excitement by these conditions, ill-feeling has been generally engendered, and operators who have been notorious "bears" for years, never hesitating to attack the assets of the competing "bulls," have at last been caught in the net of their own weaving. The "bulls," who have philosophically paid their losses without demur, are now victims of abuse, and at the hands of those who have hitherto had all the wins and none of the losses. The outcome of this "corner" must be the introduction of a new contract on Standard lines, but it is very doubtful if the form of contract in which some few operators have tried to do, will find general favour, and the capable committee of the London Metal Exchange will no doubt provide something that will meet the requirements of the case. Meantime the difficulties of ordinary traders have been intensified, and since the London Exchange represents international interests, the suffering has been widespread.

In Germany the feeling is very acute that some change in the form of contract is necessary, and leading houses there take great exception to the form of new contract already suggested, because they allege that while English smelters are permitted to have their makes deliverable on assessed terms, the German producers are ignored. The German production in 1910 was 11,000 tons, or about two-thirds of the English production, and there can be no question that if any intended new contract is to provide adequately for what the market wants, then, in this case, nothing should stand in the way of making the scope of deliverable brands and makes as wide as possible. The Germans claim that the exclusion of their "home-made" brands is due to "unhealthy Chauvinism," and the irony of this suggestion is best shown by the fact that the houses who have so far ignored the German makers, are themselves of distinctly German origin, indeed, as much "made in Germany," as is the metal they have so far decided to exclude. It is to be hoped that it will not be many days before some definite basis for a new contract is submitted to the trade, and how far this, if even it include all foreign sorts, will increase the available supply, remains to be seen.

In the East the following sales were made:—

10th and 12th June, 25 tons at £180 15s. c.i.f.

13th June, Nil.

14th June, 50 tons at £190 10s. c.i.f.

15th June, 150 tons at £188 10s. c.i.f.

16th June, 50 tons at £190 c.i.f.

making a total very small quantity of 275 tons.

The deliveries of Banca Tin for the week ending 10th June were large, 433 tons. The stock of Banca on the 12th June was 1,704 tons.

LOG BOOK.

New Nourse Liner.

At Birkenhead there has been launched a new steamer for Messrs. James Nourse, Ltd., of Liverpool and London. The vessel, which was named the Chonab, has been specially designed and constructed for the carriage of coolies between Calcutta and the West Indies. Her 'tween decks run unbroken right fore and aft. On the main deck specially prepared houses have been erected, and these will be fitted up as a hospital and dispensary for the medical treatment of the coolies. The Chonab is a vessel of 3,005 tons gross, 2,200 tons net, and 5,000 tons dead weight carrying capacity. The naming ceremony was performed by Mrs. Hampton, wife of the chairman of the owning company. Mauretania's Coronation Voyage.

There was a large crowd on the landing-stage at Liverpool on June 3 to witness the departure of the Mauretania on the first stage of her Coronation voyage. The liner was due at New York on Thursday night, June 8, and left again for England on Wednesday, June 14. She was due at Fishguard on Monday, June 19, three days before the Coronation ceremony, and left again for New York on June 21. Thus it is possible to travel from America, spend nearly five days in England in Coronation sight-seeing, and make the return voyage to New York in just over a fortnight. For her outward passage on June 3 the Mauretania had 1,570 passengers.

"Will o' the Wisp."

The str. Fengtien arrived at Shanghai from Tientsin and reports that on the 13th inst. there was a severe thunder storm with heavy rain and lightning. At 9.10 p.m. on the same date a "Will o' the wisp" was seen on the extreme end of the bow flag staff for fully half an hour. It was four inches long and three quarters of an inch wide and at an angle of 30 degrees, of a blue shade. The light shining through the atmosphere and glass screen on the bridge showed up similar to a steamer's masthead light one degree on the starboard bow as seen by the officer and quarter-master on the bridge and the sailor on lookout duty who reported "Have got lamp topside."

The Asia Enquiry.

A court of enquiry into the circumstances attending the wreck of the P. M. steamer Asia on Finger Rock on the 23rd April was held at the British Consulate-General, San Francisco, last month. The Court found that the Third Officer, J. L. Johnson, was responsible for not exercising due caution in keeping a proper look-out, while the Captain of the vessel, H. Gunkroger, was censured for his poor judgment in setting no fire course in dangerous waters. Neither the Captain nor the Third Officer lost his certificate.

Freak of Sound Dissimination.

Perhaps one of the most curious freaks of sound dissimination in fog was that experienced by the C. N. steamer Anhui which heard the fog gun being fired at Waglan when the vessel was abreast of Single Island, a distance of over twenty miles. The gun was distinctly heard by all on board and the sound continued uninterrupted until Waglan was passed.

DON'T FORGET.

Monday, 24th July.
Hippodrome Circus, Causeway Bay, 9.15 p.m.
Victoria Cinematograph, 9.15 p.m.

Bijou Cinematograph, 9.15 p.m.
Tuesday, 8th August.
Half-yearly meeting of shareholders, Hongkong, Canton, and Miao Steamboat Company, Hotel Mansions, at noon.

Intimatters

AERTEX
CELLULAR.COOLEST & MOST COMFORT-
ABLE UNDERWEAREfor
THE SUMMER
HIGH GRADE.

J. T. SHAW,

TAILOR AND OUTFITTER,

Hongkong Hotel Buildings,

Queen's Rd. Central. [1268]

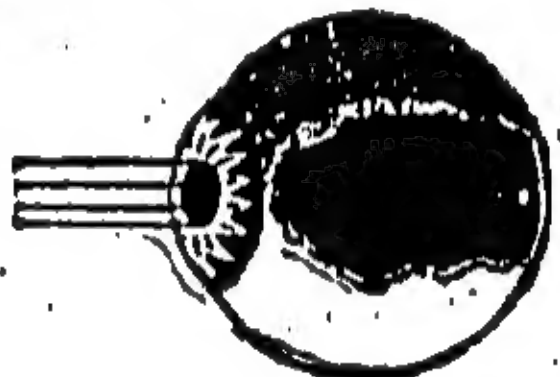
PEAK TRAMWAYS CO.,
LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.
NIGHT CARS.	
8.45 p.m. and 9 p.m.	9.45 p.m. to 11.30 p.m. every 15 min.
SUNDAYS.	
8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.00 p.m.	" 10 min.
8.00 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 8.10 p.m.	" 10 min.
NIGHT CARS as on Week Days.	
SATURDAYS.	
Extra Cars at 11.45 p.m.	

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 16th June, 1911.



SEEING IS BELIEVING

And that is why the majority of the people here believe, that they can get better fitting glasses at our place, than anywhere else in the Colony.

No charge for sight testing.

Doctors' prescriptions accurately filled.

N. LAZARUS,
Ophthalmic Optician,
14, D'Aguilar Street.

Hongkong, 1st April, 1911. [1269]

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP...\$1,250,000)

Loans on Mortgage of House Property,

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF:

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.

Undertaken and Executed.

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 19th March, 1908. [1270]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,

FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCT-

TIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,

Engines, Boilers, Railway Rolling Stock, Bridges, and all

Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic & Pneumatic Tools

installed throughout the Works.

50-ton Hydraulic TESTING MACHINE

for Chains, Wire Ropes, Rivets

and Metal Specimens.

THREE PATENT SLIPWAYS

lifting vessels up to 3,000 tons

displacement, providing conditions for

painting ships with most efficient results

100-TON ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANES THROUGHOUT

THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery,

Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CINA & JAPA

Rails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.WILL dispatch VESSELS to the Undermentioned PORTS on or about
the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON & ANT-	WERP v. STORK,	SINGA	Noon, } Freight and
WERP v. STORK,	PRINCE, C. M. B.	Capt. C. D. Goldsmith, R.N.R.	27th July } Passage.
PORT SAID AND	MAHARAJA		
MAHARAJA			
SHANGHAI, MOJI, KOBE	SOCOTRA	Capt. G. J. Caldwell	About } Freight only.
& YOKOHAMA			27th July }
SHANGHAI	DEVANHA	Capt. H. Powell	About } Freight and
			3rd Aug. } Passage.
LONDON, via	DEBRI	Capt. H. S. Bradshaw	Noon, } See Special
USUAL PORTS OF			5th Aug. } Advertisement.
CALL			
SHANGHAI, MOJI, KOBE	SARDINIA	Capt. C. C. Talbot, R.N.R.	About } Freight and
& YOKOHAMA			10th Aug. } Passage.

For Further Particulars, apply to

P. & O. S. N. Co.'s office, Hongkong, 24th July, 1911.

E. A. HEWETT,

Superintendent.

NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS.	TO SAIL ON
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINCE ALICE" 20,000 Capt. P. Gorch	WEDNESDAY, 26th July, at Noon
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"KLEIN" 17,000 Capt. L. Maass	About WEDNESDAY, 26th July.
MANILA, YAP, MAROON, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINCE WALDEMAR" 10,100 Capt. F. Isack	SATURDAY, 12th August, at 4 p.m.

All the steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 19th July, 1911. [1271]

A. P. JEANNOU, 15, Queen's Road Central.

Just arrived a Large Stock from Italy,

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1022]

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCT-

TIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and allClasses of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools
installed throughout the Works.50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.THREE PATENT SLIPWAYS
lifting vessels up to 3,000 tons
displacement, providing conditions for
painting ships with most efficient results100-TON ELECTRIC CRANE ON QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT
THE SHOPS RANGING UP TO 100 TONS.Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CINA & JAPA

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light. Excellent
Cuisine.FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIP.	CAPTAIN.	LEAVING.
Haiyang...	Capt. J. W. Evans	TUESDAY, 25th July, at 1 p.m.
Haitan...	Capt. J. S. Roach	FRIDAY, 28th July, at 1 p.m.
Haiching...	Capt. W. C. Passmore	TUESDAY, 1st Aug., at 1 p.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.)

Haimun... Capt. A. H. Stewart... WEDNESDAY, 26th July, at 1 p.m.
SUNDAY, 30th July, at Noon.During the months of JULY and AUGUST, RETURN TICKETS
are available for three months will be issued at a reduction of 20% on the usual rate
to Foochow.Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.
For Freight and Passage, apply to
Douglas, Lapraik & Co.,
General Managers.

957]

Consignee:

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."

FROM SAN FRANCISCO, HONO-

LULU and JAPAN PORTS.

The above-named Steamer having

arrived, Consignees of Cargo are hereby

notified to send in their Bills of Lading

for countersignature, and to take im-

mediate delivery of cargo from along-

side.

Cargo remaining undelivered on

FRIDAY, (the 21st inst., at 5 p.m.)

will be landed at Consignees' risk and

expense and delivery must then be

taken from Company's Godown.

No Fire Insurance whatever will be

affected.

No Claims will be recognised after

the Goods have left the Steamer or

Godown, and all Goods remaining

undelivered on TUESDAY, 25th

inst., afternoon, will be subject to rent

and landing charges.

All chafed and otherwise damaged

Cargo to be left on board or Godown

and examination of same to be arranged.

All claims must be filed on or before

TUESDAY, Aug. 1st, 1911, otherwise

they will not be recognised.

K. MATSUDA,

Agent.

Hongkong, 18th July, 1911. [1268]

"ZEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS."

FROM LEITH, MIDDLESBRO,

LONDON & STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being

landed at their risk into the hazardous

and/or extra hazardous Godowns of the

Hongkong and Kowloon Wharf and

Godown Co., Ltd., whence and/or

from the wharves delivery may be

obtained.

No Claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the

20th inst., will be subject to rent.

All Claims against the Steamer must

be presented to the Underwriter on or

before the 2nd prox., or they will not

be recognised.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the

20th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by

JIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 19th July, 1911. [1267]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI"

FROM BOMBAY, COLOMBO

AND STRAITS.

Consignees of Cargo by the above-

named vessel are hereby informed that

their goods are being landed and placed

at their risk in the Hongkong and

Kowloon Wharf and Godown Com-

pany's Godowns at Kowloon, where

each Consignment will be sorted out.

Mark by Mark and delivery can be

obtained as the Goods are landed.

This vessel brings on Cargo:

From London, &c., ex s.s.

"Motea."

From Persian Gulf, ex s.s. B. I.

S. N. and B. & P. S. N.

Co.'s Steamers.

Optional Goods will be landed here

unless instructions are given to the

contrary within 6 hours.

Goods not cleared by the 20th inst.,

at 4 p.m., will be subject to rent.

No Fire Insurance will be effected

by me in any case whatever.

Damaged packages must be left in

the Godowns for examination by the

Consignees and the Company's sur-

veyors, Messrs. Goddard and Douglas,

at 10 a.m. on MONDAYS and TUES-

DAYS. All claims must be presented

within ten days of the steamer's arrival

here, after which date they cannot be

recognised. No claims will be admitted

after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 20th July, 1911. [1272]

To Sail

The Peninsular & Oriental
Steam Navigation
Company.STEAM FOR STRAITS, CEY-
LON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITER-
RANEAN PORTS,
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED
FOR BATAVIA, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"DELHI"

Captain H. S. Bradshaw, carrying
His Majesty's Mails, will be de-
parted from this for Bombay, &c., on
SATURDAY, the 26th August, 1911,
at Noon, taking passengers and Cargo
in connection with the Company's s.s.
"Moldavia," 9,500 tons, from Colombo,
passengers' accommodation in which
vessel is secured before departure from
Hongkong.

COMMERCIAL. EXCHANGE.

Table with exchange rates for various locations including London, France, America, Germany, India, Shanghai, Japan, and Java. Columns include location, type of exchange, and the rate.

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The S.S. Persia, with the American Mail, is due to arrive here to-morrow.

A Mail will close for:

Koolung, Shanghai, Moji, Kobe, Yokohama, Victoria, and Tacoma.

Per Canada Mail, 26th July, 10 A.M.

Amoy and Wei-hai-wei—Per Chihli, 26th July, 11 A.M.

Swatow, Amoy and Foochow—Per Haiyang, 26th July, noon.

Macao—Per Sai Tai, 26th July, 1.15 P.M.

Manila, Cebu and Hilo—Per Tean, 26th July, 3 P.M.

Hoihow and Pakhoi—Per Triumph, 26th July, 4 A.M.

Pakhoi and Haiphong—Per Hongkong, 26th July, 4 A.M.

Haiphong—Per Hanoi, 26th July, 9 A.M.

Manila—Per Inverclyde, 26th July, 9 A.M.

Europe, &c., India via Taites—Per Princess Alice, 26th July, 11 A.M.

Swatow—Per Haiman, 26th July, noon.

Amoy and Shanghai—Per Tjilivong, 26th July, 1 P.M.

Swatow, Tsingtau, Wei-hai-wei, Chefoo and Tientsin—Per Cheong-ching, 26th July, 3 P.M.

Shanghai, Nagasaki, Kobe and Yokohama (Siberian Mail to Europe)—Per Kliest, 26th July, 3 P.M.

Singapore, Penang and Colombo—Per Simla, 27th July, 10 A.M.

Singapore, Penang and Colombo—Per Simla, 27th July, 11 A.M.

Shanghai—Per Linan, 27th July, 3 P.M.

Haiphong—Per Singan, 28th July, 9 A.M.

Batavia, (Cebu), Samarang and Surabaya—Per Tjipanas, 28th July, 10 A.M.

Haiphong—Per Singan, 28th July, 10 A.M.

Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama, Honolulu and San Francisco—Per Tenyo-maru, 28th July, 11 A.M.

Swatow, Amoy and Foochow—Per Haiman, 28th July, noon.

Manila (taking Mail for Cebu and Hilo)—Per Loongang, 29th July, 1 P.M.

SHANGHAI SIBERIAN Mail to Europe—Per Chihli, 29th July, 6 P.M.

Swatow—Per Haiman, 30th July, 9 A.M.

Manila, Cebu and Hilo—Per Rubi, 31st July, 9 P.M.

Kobe and Yokohama—Per Yamamatsu, 1st Aug., 10 A.M.

Europe, &c., India via Taites—Per Amard Belic, 1st Aug., noon.

Swatow, Amoy and Foochow—Per Haiman, 1st Aug., noon.

Wei-hai-wei and Tientsin—Per Haiman, 1st Aug., 5 P.M.

Singapore, Penang and Colombo—Per Kitano-maru, 1st Aug., 5 P.M.

Manila, (taking Mail for Cebu and Hilo) Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Kumano-maru, 4th Aug., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Siberian Mail to Europe)—Per Persia, 4th Aug., 10 A.M.

Manila (taking Mail for Cebu and Hilo)—Per Yuensang, 5th Aug., 8 P.M.

Keelung, Nagasaki, Kobe, Shimizu, Yokohama and Seattle—Per Minamoto, 6th Aug., 9 A.M.

Shanghai, Kobe and Moji—Per Fook-sing, 6th Aug., 11 A.M.

Singapore, Penang and Colombo—Per Katsang, 6th Aug., 11 A.M.

SHIPPING NEWS.

MAILS DUE.

Pacific (Persia) 25th inst. German (Princess Alice) 25th inst. German (Kloet) 26th inst.

The P. & O. S. N. Co. s.s. Scotra left Singapore for this port on the 22nd inst., at 6 a.m., and is due on the 27th inst., at 6 a.m.

The Imperial German Mail s.s. Kleist carrying the German Mail with dates from Berlin of the 23rd ult., left Singapore on the 22nd inst., at 3 a.m., and may be expected here on the 26th inst., at 6 a.m.

The Imperial German Mail s.s. Prinzess Alice left Shanghai via Fochow on the 22nd inst., at 2 a.m., and may be expected here on the 25th inst., at 4 p.m.

The P. M. S. S. Co. s.s. Korea from San Francisco sailed from Yokohama on the 24th inst., en route to this port. She is due to arrive here on the 1st prox., and dispatched again on the 11th prox., at 1 p.m., for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, 8 miles Yokohama and Honolulu.

The P. M. S. S. Co. s.s. Manchuria sailed from this port on the 24th ult., arrived at San Francisco on the 22nd inst.

ARRIVALS.

Bingo Maru, Jap. s.s., 3,873, K. Sayeda, 22nd July—Moji.

17th July, Gen.—N. Y. K. Co.

Poochow, Br. s.s., 1,268, C. P. Vincent, 22nd July, Gen.—B. & S.

Hongkong, Br. s.s., 739, Coradinson, 22nd July—Hoihow 21st July, Gen.—A. R. Marty.

Mencaus, Br. s.s., 3,006, L. M. Beran, 22nd July—Hankow 15th July, Gen.—B. & S.

Persia, Aut. s.s., 3,773, Clinank, 22nd July—Kobe 17th July, Gen.—S. W. & Co.

Shimizu, Maru, Jap. s.s., 2,413, T. Okuma, 22nd July—Moji, 15th July, Gen.—M. B. K.

Sexta, Ger. s.s., 992, Jensen, 22nd July—Hankow 11th and Swatow 21st, July, Rio and Gen.—Chinank.

Tjinhai, Dutch s.s., 2,251, J. P. Scholte, 22nd July—Swatow 21st July, Gen.—J. C. J. L.

Atraton Apar, Br. s.s., 2,931, G. F. Hudson, 23rd July—Calcutta and Straits 7th July, Gen.—D. S. & Co.

Kyangtshai, Chi. s.s., 1,535, C. Stewart, 23rd July—Shanghai 20th July, Gen.—C. M. S. N. Co.

Haiyang, Br. s.s., 1,862, J. W. Evans, 23rd July—Swatow 22nd July, Gen.—D. L. & Co.

Sosho Maru, Jap. s.s., 1,805, K. Sakawa, 23rd July—Takao 23rd July, Gen.—O. S. K.

Shingo Maru, Jap. s.s., 6,898, K. Naga, 23rd July—Moji 17th July, Gen.—Himori.

Inverclyde, Br. s.s., 3,213, J. C. Alexander, 23rd July—Shanghai 20th July, Gen.—S. T. & Co.

Linan, Br. s.s., 1,301, C. C. Williams, 23rd July—Shanghai 20th July, Gen.—B. & S.

Tai-han, Chi. s.s., 1,210, B. G. Parmanore, 23rd July—Canton 22nd July, Gen.—C. M. S. N. Co.

Dagny, Nor. s.s., 831, P. Solverson, 23rd July—Canton 22nd July, Ballast—A. T. & Co.

Chenau, Br. s.s., 1,350, Wm. L. Jones, 23rd July—Canton 22nd July, Gen.—B. & S.

Sibine Rickmers, Dutch s.s., 673, D. E. Boever, 23rd July—Swatow 22nd July, Ballast—A. P. Co.

Siam, Nor. s.s., 992, Biane, 23rd July—Singapore 16th July, Keroline oil—A. P. & Co.

Loongmoon, Ger. s.s., 1,275, W. Vogeler, 24th July—Chinank 20th July, Gen.—H. A. L.

Tjipanas, Dut. s.s., 2,444, A. Chaimburger, 24th July—Moji 19th July, Gen.—J. C. J. L.

Telemanche, Br. s.s., 1,340, Fraser, 24th July—Saigon 19th July, Rice and Gen.—W. Fat Sing & Co.

Strathlyon, Br. s.s., 2,846, J. R. Shaw, 24th July—Portland, &c., 19th July, Gen.—P. M. S. S. Co.

Kenkon Maru, Jap. s.s., 2,109, T. Yamamoto, 24th July—Moji 18th July, Coal—Brickhead & Co.

Strathesk, Br. s.s., 2,802, D. Stanhyon, 24th July—Moji 18th July, Coal—G. & Co.

Ducephalus, Br. s.s., 1,192, W. H. Carriek, 24th July—Dahly Gen.—J. F. H.

DAIJIN-MARU, for Swatow, Chenau, for Shanghai, Linan, for Canton.

Dagny, for Haiphong, Hangsang, for Swatow, Anchenrag, for Batavia, Anelaua, for Singapore, Kwongtshai, for Canton, Loongmoon, for Canton, Sabine Rickmers, for Poochow.

DEPARTED.

July 23.

aiman, for Swatow, Chenau, for Shanghai, Sivia, for Singapore, Ichang, for Canton.

July 24.

Kyangtshai, for Canton, Linan, for Canton, Sosho-maru, for Canton, Cheongching, for Canton, Yachow, for Canton, Menclaus, for Singapore, Empira, for Australian Ports, Johanna, for aijhong, Hanayang, for Saigon, Dagny, for Hongay, Hangsang, for Shanghai, Daijin-maru, for Swatow.

SHIPPING NEWS.

DEPARTED.

July 23.

aiman, for Swatow, Chenau, for Shanghai, Sivia, for Singapore, Ichang, for Canton.

July 24.

Kyangtshai, for Canton, Linan, for Canton, Sosho-maru, for Canton, Cheongching, for Canton, Yachow, for Canton, Menclaus, for Singapore, Empira, for Australian Ports, Johanna, for aijhong, Hanayang, for Saigon, Dagny, for Hongay, Hangsang, for Shanghai, Daijin-maru, for Swatow.

VESSLS IN PORT.

STRANERS.

Baru Min, Br. s.s., 2,996, T. Baidin, 19th July—Moji 18th July, Coal—G. & Co.

Canada Maru, Jap. s.s., 3,769, K. Mori, 19th July—Shanghai 10th July, Gen.—O. S. K.

City of Colombo, Br. s.s., 3,931, B. Downe, 21st July—Philad 19th, U.S.A., 24th May via Dabhan 26th June, Case Oil—S. & Co.

Fukui Maru, Jap. s.s., 3,037, H. Tomimaka, 19th July—Moji 12th July, Coal—M. B. K.

Gregory Apar, Br. s.s., 2,961, S. H. Behon, 21st July—Moji 10th July, Coal and Gen.—D. S. & Co., Ltd.

Hanan, Br. s.s., 1,113, Speed, 16th July—Canton 15th July, Gen.—B. & S.

Johanne, Ger. s.s., 952, T. Inland, 17th July—Singapore 8th and Hoihow 16th July, Gen.—J. & Co.

Knight Compagny, Br. s.s., 4,716, John Kendall, 14th July—Moji 20th July, Coal—G. & Co.

Kohsienang, Ger. s.s., 1,292, Roselsky, 19th July—Bangkok 12th July, Rice—B. & S.

Lycemoon, Ger. s.s., 1,295, V. Pilgrim, 16th July—Saigon 12th July, Gen.—H. A. L.

Mandusan Maru, Jap. s.s., 3,243, T. Ota, 20th July—Moji 16th July, Coal—M. B. K.

Minneota, Am. s.s., 1,328, T. W. Garlick, 22nd July—Seattle and Manila 19th June, Gen.—N. Y. K.

Ostoria, Br. s.s., 1,614, 16th July—Swatow 7th June and Shanghai 13th July, Gen.—Bank Line.

Paklat, Ger. s.s., 1,018, J. Wenzel, 22nd July—Bangkok and Swatow 21st July, Rice—B. & S.

Sui Sang, Br. s.s., 1,760, M. Pisknell, 21st July—Moji 13th July, Coal—J. M. & Co.

Tenn, Br. s.s., 1,110, A. W. Outerbridge, 21st July—Manila 14th July, Gen.—B. & S.

Tenyo Maru, Jap. s.s., 7,265, E. Bent, 18th July—San Francisco 21st June, Mails and Gen.—C. M. S. N. Co.

Tjilivong, Dutch s.s., 3,061, J. B. V. Darnie Jalink, 16th July, Macevay 8th July, Sagor and Gen.—J. C. J. L.

Triumph, Ger. s.s., 769, W. Lange-chwager, 22nd July—Hoihow 21st July, Gen.—J. & Co.

Vochow, Br. s.s., 1,036, W. McIntosh, 22nd July—Milke, 15th July, Gen.—B. & S.

SAILING VESSELS.

Eclipse, Br. 4-masted Barque, 2,999, White, 29th June—Canton 28th June, Ballast—Santard Oil Co.

SHIPS PASSED THE CANAL.

4th July—Bayona, Henderson, Cyclops, Centurion, Sumatra, Theseus, 12th July—Himalaya, Hyson, Moyana, Opack, Tingo Maru, Abasia, Vorwaerts, Arendis, Atrous, 11th July—Bramm Rink, Monmouthshire, Myrmidon, Podawur, Sardinia, 18th July—Eugene, China, Nil, Prinz Ludwig, Tonkin, Welsh Prince, 21st July—Atrous Maru, Idomeneus, Kamo Maru, Kanashi Maru, Polynesian.

Arrivals at Home—14th July—Aganemnon, Aki Maru, Jason, Montrose, Siella, 11th July—Bayona, Cyclops, Sachon, Theseus, Yunnan, 14th July—Derfflinger, Flintshire, Kaga Maru, Oniekanu, 21st July—Benavon, Arendis, Atrous.

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SHARE REPORT.

Table with share prices for various companies including Hongkong & Shanghai, National Banks, Marine Insurance, China Fire, etc. Columns include company name, share price, and other details.

Corrected to 3 p.m. 24th July, 1911, by E. P. KAPLAN & Co. Share & General Brokers. The Telegraph does not hold itself responsible for any of the above quotations.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER.

July 24th, a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Weather.

Hakodate 6a 29.71 — — — — —

Tokio " 29.71 — — — — —

Nagasaki " 29.61 — — — — —

Chefoo " 29.47 77.1 hsw 6 0

Wuhu " 29.51 75 — — — — —

Hankow 6a — — — — —

K'iating " 29.51 82.1 — — — — —

Shanghai 2a 29.57 87.5 hsw 2 0

Quartz " 29.55 79.1 hsw 2 0

Shanghai 2a 29.51 81 — — — — —

Amoy 6a 29.63 80.7 hsw 2 0

Swatow " 29.57 78.8 hsw 1 0

Canton 9a 29.60 85.7 hsw 1 0